

MID-WEEK PICTORIAL

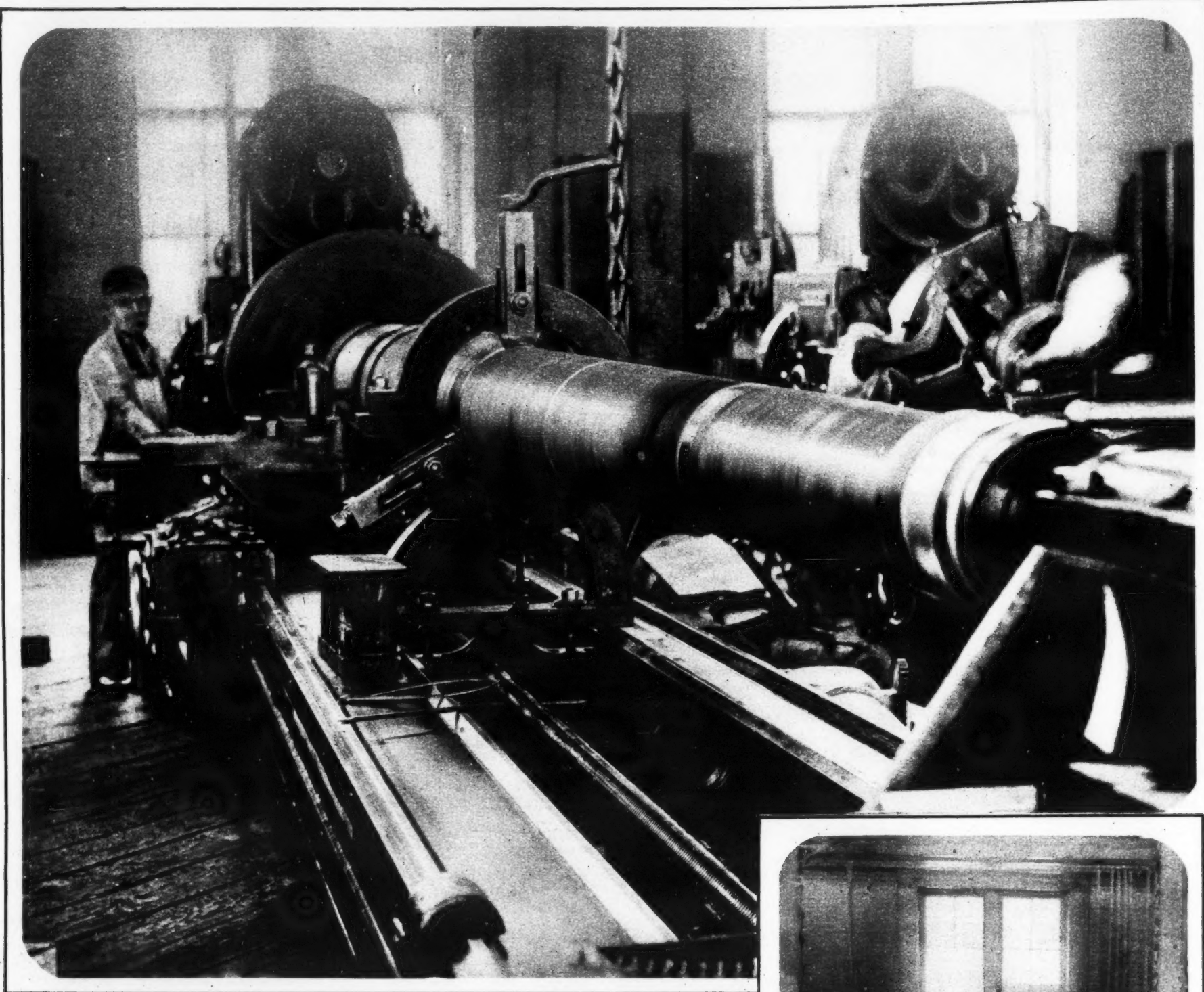


Thanksgiving Day, 1917

(© Western Newspaper Union.)

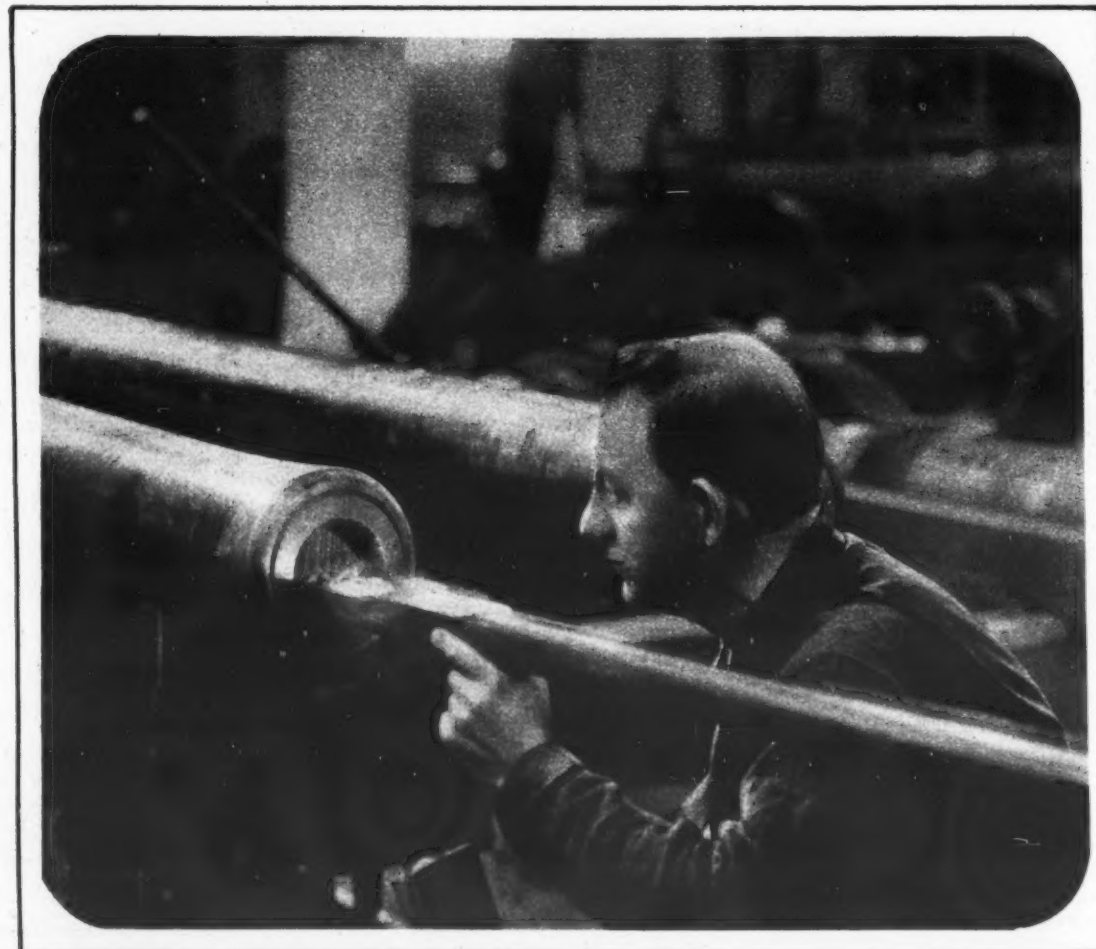
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American Big Guns in the Making



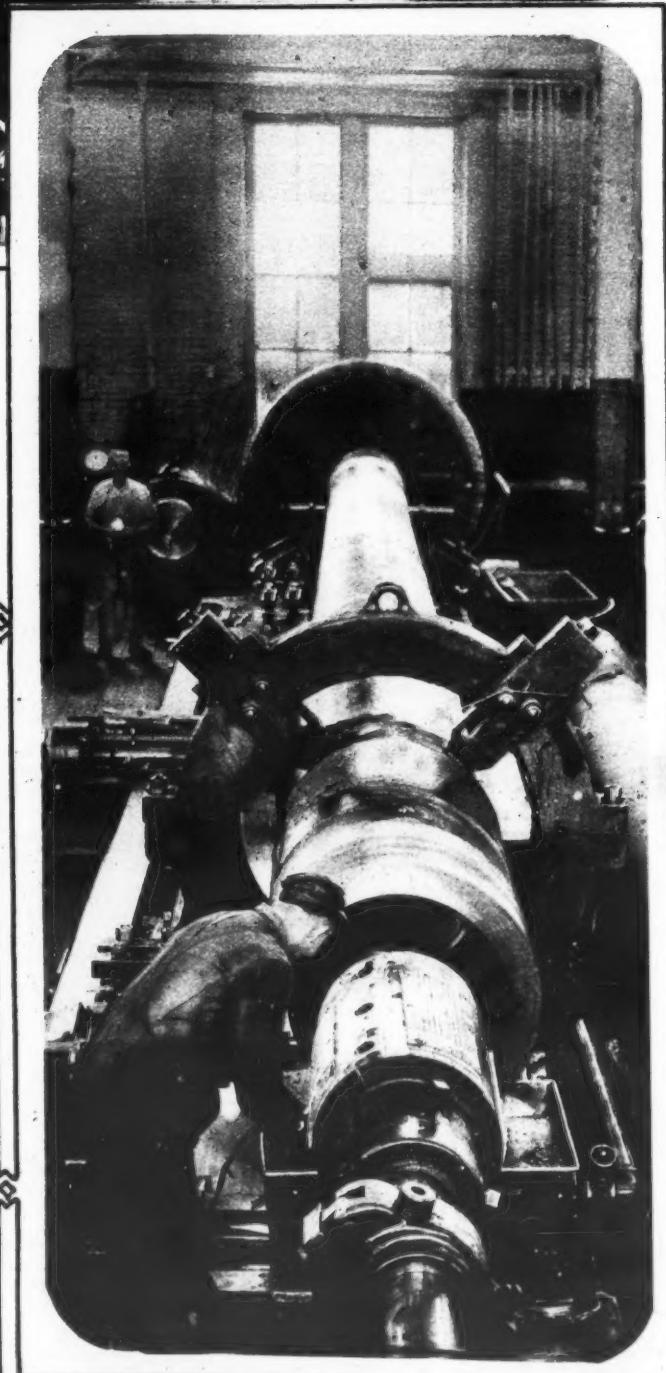
THIS PHOTOGRAPH WAS TAKEN AT A PLANT "SOMEWHERE IN THE UNITED STATES" WHICH IS BUSILY TURNING OUT BIG GUNS, AND SHOWS HOW ONE OF THESE WEAPONS IS SHAPED BY MEANS OF A LATHE.

(© Harris & Ewing.)



EXAMINING THE MUZZLE OF A GUN FOR DEFECTS IN THE METAL. A LIGHT AND MIRRORS BRING EVERY INCH OF THE INTERIOR UNDER THE SCRUTINY OF THE INVESTIGATOR.

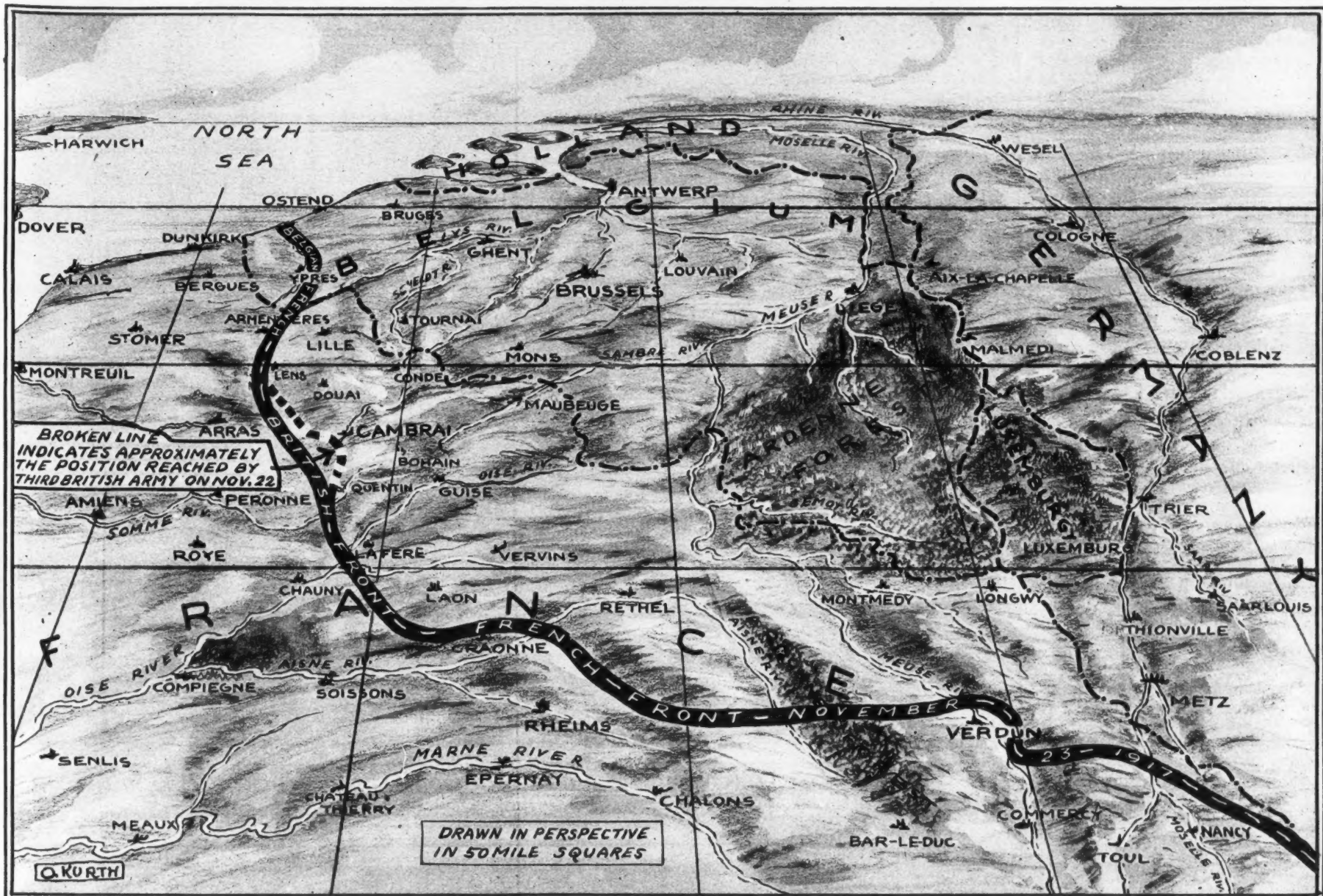
(© Harris & Ewing.)



ONE OF THE STAGES IN BORING THE INTERIOR OF A BIG GUN.

(© Harris & Ewing.)

British Smash German Lines in Drive on Cambrai



MAP SHOWING THE SCENE OF THE MOST NOTABLE MILITARY SUCCESS GAINED BY THE BRITISH IN THE CAMPAIGN OF 1917.

BY far the most notable British success in the campaign of 1917 was achieved as a result of the attack which began on the morning of Nov. 20 along a thirty-two-mile front between St. Quentin and the Scarpe River, and which, according to latest advices at this writing, is being continued with prospects of a still more substantial victory. Although the Germans yielded a greater area in their retirement at the end of 1916, the British in this new offensive won at a single blow the largest piece of territory since the beginning of the war, and in that respect the operation was of much greater importance than any previous attack. The British penetrated the German defenses for a distance of more than five miles at the deepest point, reaching the village of Cantaing, less than three miles southwest of Cambrai, and attacking the third and last German line at least at one point along this front. The number of German prisoners so far counted is more than 8,000 and is likely to exceed that number considerably. Large numbers of guns and quantities of war material were also taken by the British. The Germans were caught completely by surprise. There was no artillery preparation, and as a substitute for the usual preliminary bombardment a large number of tanks was assembled secretly. Just before these iron monsters set off on their assault against the German position, the General in command of them in issuing his Order of the Day said, "We expect every tank to do its damndest"; and the reports show that they did. Screened by smoke and led by the Tank General in one of them, flying his flag, the tanks



GENERAL SIR JULIAN BYNG,
Commander of the Third British Army on the Western Front.

charged through two of the strongest lines in the German defense system on the western front as though these fortified trenches had not been there, and behind them, on a front of about six miles, infantry and cavalry poured

through the great gaps which had been made. Philip Gibbs, describing the attack, writes: "How could the enemy guess, in his wildest nightmare, that a blow would be struck quite suddenly at that Hindenburg line of

his—enormously strong in re-doubts, tunnels, and trenches—and without any artillery preparation or any sign of gun power behind the British front? It is true he had withdrawn many of his guns from this "quiet" part of the front, but unless that wire of his was cut in the usual way by days of bombardment and unless there was artillery action which gives away all secrets, he had every right to believe himself safe—every right, though he was wrong. He did not know that great numbers of tanks had been crawling along the roads toward Havrincourt and the British lines below Flesquieres Ridge, hiding by day in the corpses of this wooded and rolling country beyond Peronne and Bapaume." The attack was carried out by the Third British Army under the command of Lieut. Gen. the Hon. Sir Julian Hedworth George Byng, who had succeeded General Allenby, when the latter was sent to Egypt last June to command the army now advancing on Jerusalem. Byng had previously been in command of the Canadian Corps, which he took over on May 24, 1916, after returning from the Dardanelles, where he had commanded the Ninth Corps in the later stages of that ill-fated campaign. The Canadians fought through the battle of the Somme under Byng's command and were still his troops when they effected their brilliant capture of Vimy Ridge in the battle of Arras last April. General Byng, who is fifty-five years of age, served in the Sudan campaign in 1884 and won distinction in the South African war, where he attained the rank of Colonel. As a cavalry commander he took part in the Antwerp-to-Ypres retreat and in the second battle of Ypres.

The Work of American Army Railroad Engineers

VERY soon after the United States went to war, American army engineers and foresters and lumber workers became busy in France. "The Corps of Engineers of the army since April 6 has not only been supplying the Engineer Department equipment for an army of a million men," says the War Department statement, "but has undertaken the unprecedented task of furnishing railroads complete from the United States for operation in France." Three regiments were organized for operating railroads, five for construction, the officers being experienced railroad builders and the enlisted men being bridgemen, trackmen, &c., and one regiment was composed of men experienced in motive power and car repair. Each regiment is made up of 33 officers and about 1,100 enlisted men. Besides the one forestry regiment sent to France to produce lumber and timber from the French forests, three others are being organized. About 80 per cent. of the forestry regiment's equipment, valued at \$350,000, has been delivered for shipment. It includes twelve sawmills, truck and railway equipment, and everything necessary to produce over 4,000,000 board feet of finished lumber a month. The amount of railway construction now being carried out by the American Army engineers in France is equivalent to building a fair-sized railway line in this country. Orders have been placed with the Baldwin Locomotive Company



WITH THE FORESTRY SERVICE OF THE AMERICAN ARMY IN FRANCE—CLEARING THE GROUND FOR A CAMP.

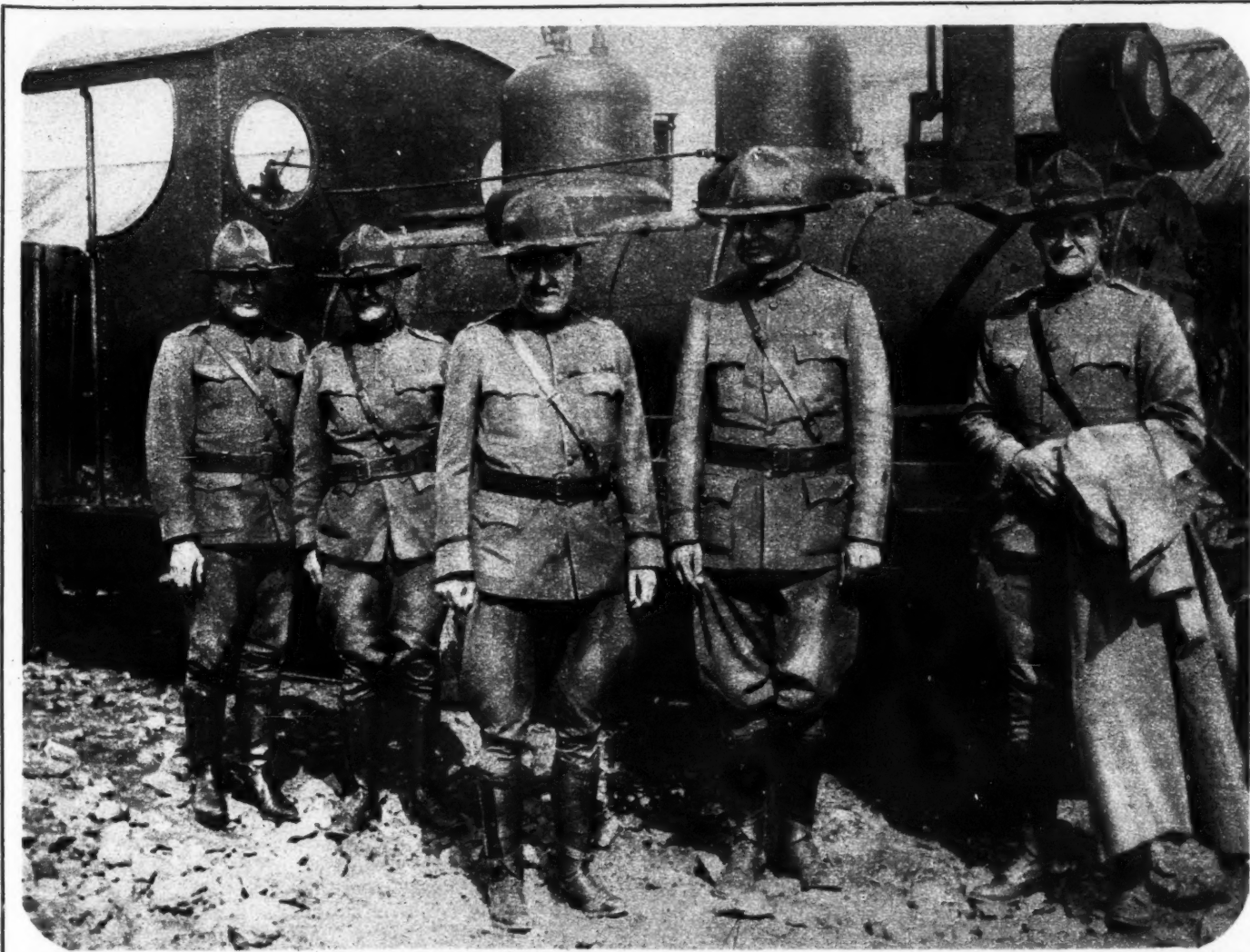
(Pictorial Press Photo.)



AMERICAN SOLDIERS BELONGING TO THE FORESTRY SERVICE IN FRANCE LOADING A WAGON WITH BRUSHWOOD.

(Pictorial Press Photo.)

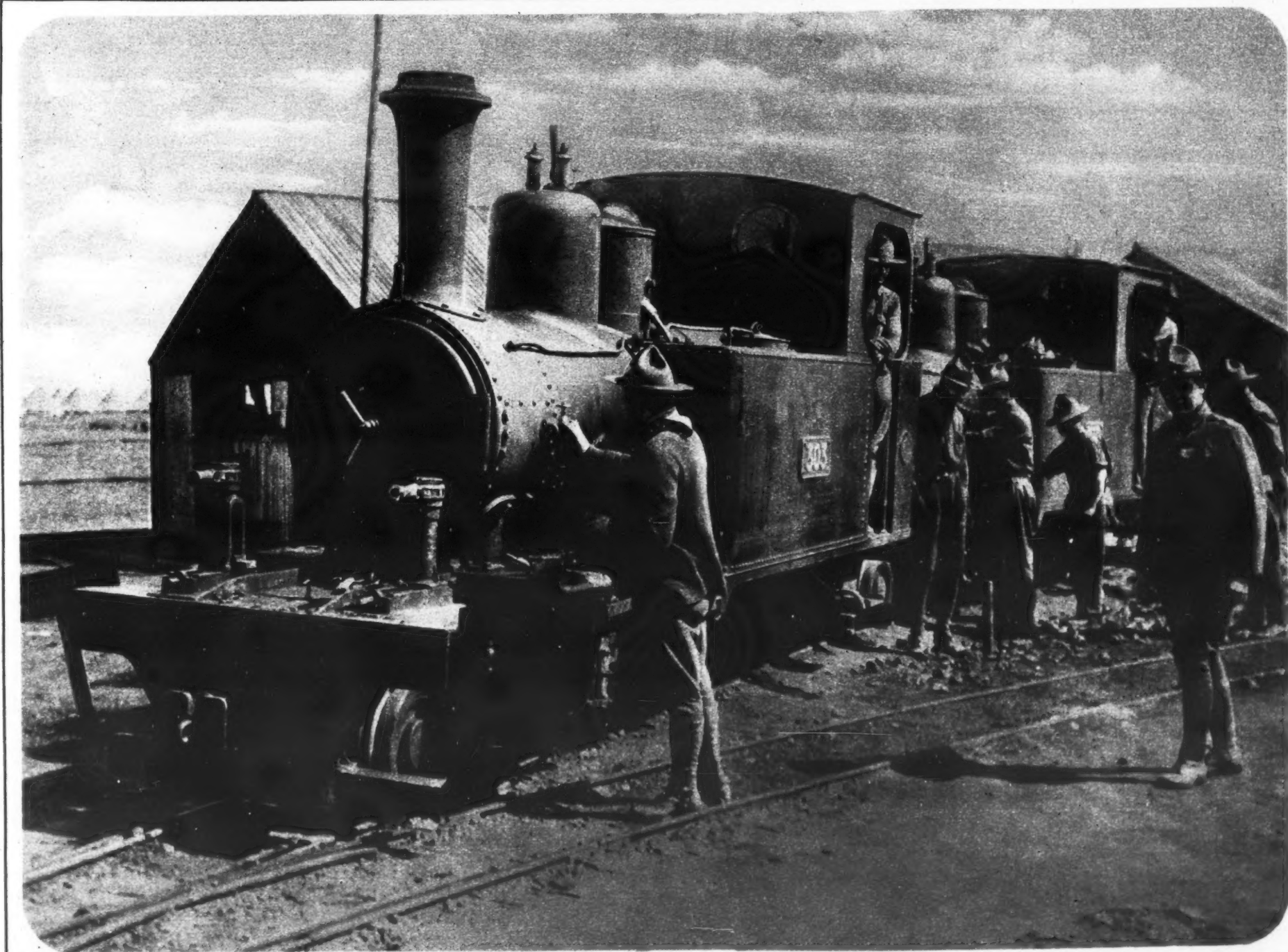
and Forestry Service Behind the Lines in France



THE GENERAL AND HIS STAFF WHO ARE IN CHARGE OF THE AMERICAN RAILROAD ENGINEERS NOW AT WORK BEHIND THE BRITISH FRONT IN FRANCE.

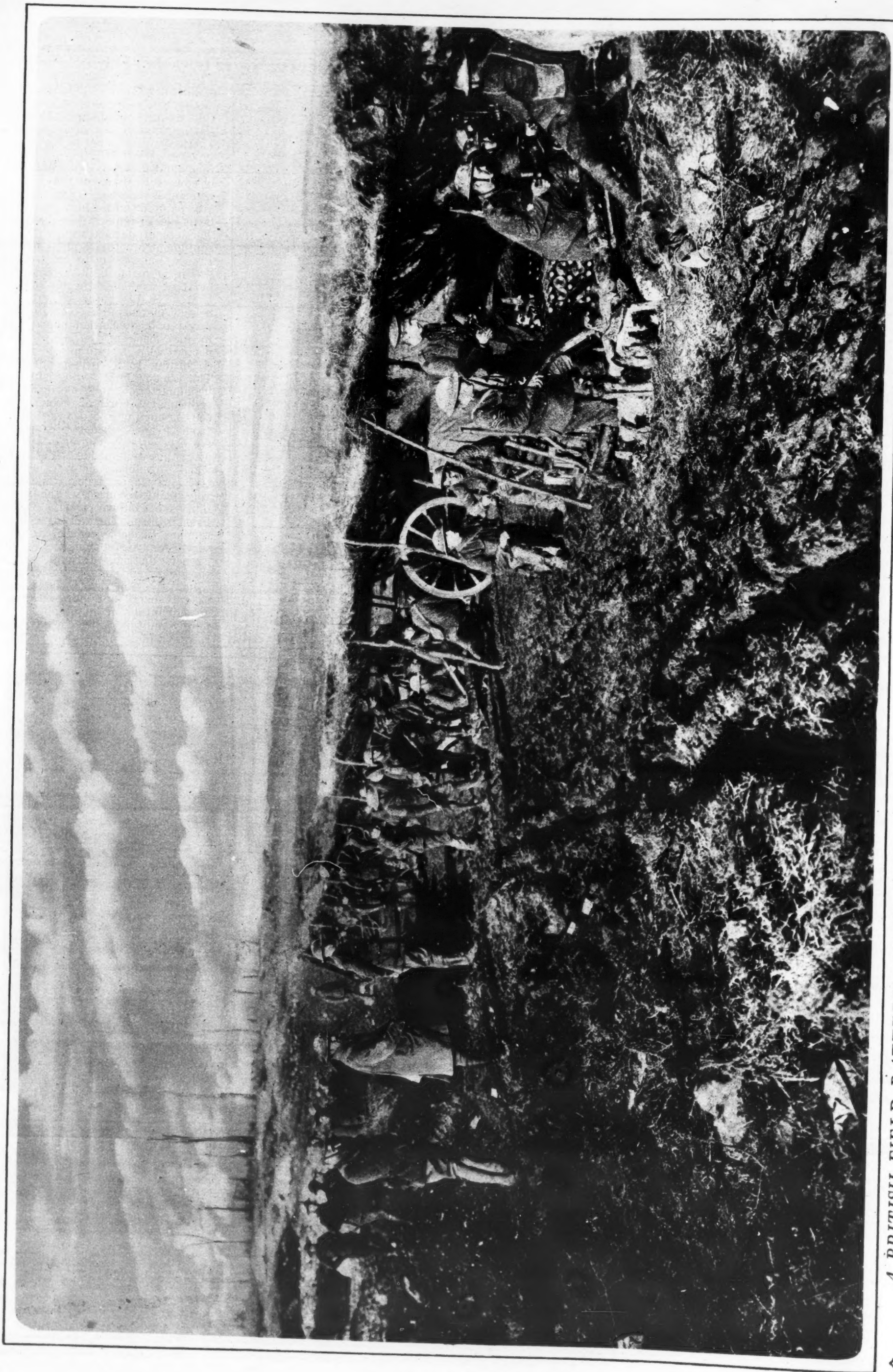
(© Underwood & Underwood.)

of Philadelphia for 680 locomotives of the type especially designed for this military road, and for 9,000 flat cars, also of special design. The locomotive is not so big as the types in use on the larger American roads, but it is considered extremely powerful in view of the work to which it is assigned. These engines are painted battleship gray and bear the insignia "U. S. Army." The essential measurements and equipment are the same as on the French lines. At the main base, which is being built around the port set aside for the use of the United States forces, there are being constructed a complete railway repair shop, roundhouse, and, in fact, each of the details connected with a railroad terminal. According to a correspondent of The London Times who visited its headquarters, the American Expeditionary Force is completely self-supporting and draws nothing from France except air, water, fresh vegetables, and eggs. Moreover, this writer added, the Americans "are bringing over locomotives, carriages, trucks, and railway plant to increase the possibilities of railway traffic on the French lines. The railway control remains French, because the lines serve for the sustenance of the French districts through which they run, and this is not a duty which the Americans can undertake to carry out, however great an advantage it might be, in a purely military sense, to have the railways under their own control."



AMERICAN ARMY ENGINEERS WHO ARE WORKING AS RAILROAD MEN BEHIND THE BRITISH LINES.

(© Underwood & Underwood.)



◆ A BRITISH FIELD BATTERY, CONCEALED FROM ENEMY OBSERVERS, IN ACTION ON THE WESTERN FRONT. ◆
(British Official Photo from Underwood & Underwood.)

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Scenes on the Western Front During the British Drive



CANADIAN ARTILLERYMEN LOADING A 15-INCH GUN. AS WILL BE SEEN, THESE GREAT WEAPONS REQUIRE LARGE CREWS TO HANDLE THEM.

(Canadian Official Photo from Western Newspaper Union.)



AMMUNITION WAGONS MOVING FORWARD ON GROUND RECENTLY CAPTURED BY THE BRITISH, WHILE ARTILLERYMEN ARE GETTING A GUN INTO A NEW POSITION.

(British Official Photo from Underwood & Underwood.)

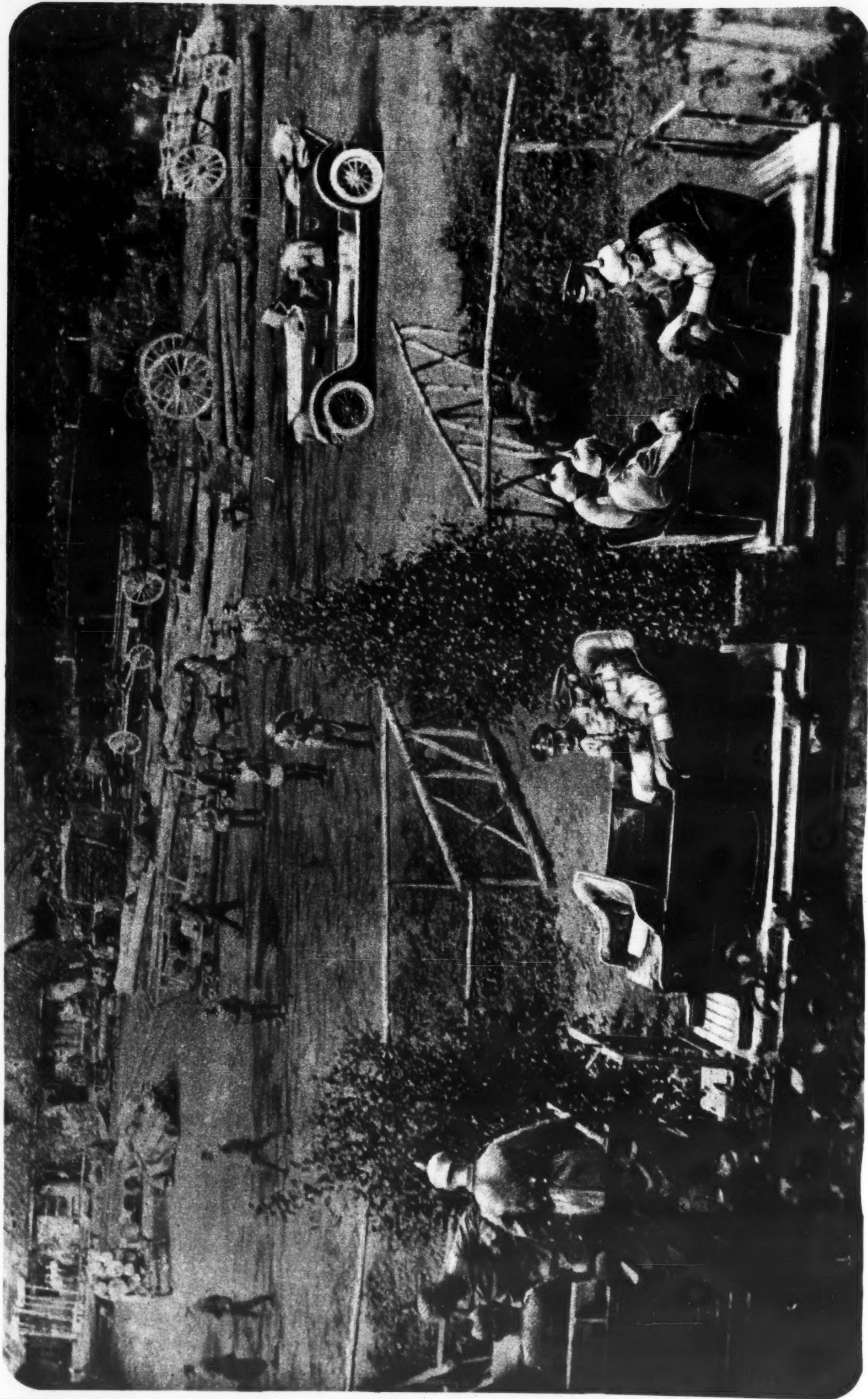
Nearly all the Summer the British have been hammering away at the Germans on the Western front, and slowly, but surely, driving forward. The latest reports show a notable advance on a front of 32 miles between the Scarpe and St. Quentin. But just before this success, progress had

not been quite so rapid. The Germans had concentrated against the Passchendaele positions a much heavier mass of artillery, laying down a barrage fire almost as severe as that of the British themselves. But the campaign of 1917 has shown that the British are superior in artil-

lery, and it is with their big guns that the work of blasting their way forward has been carried out. The advance between the Scarpe and St. Quentin, however, the reports tell us, was preceded by practically no artillery preparation because apparently General Byng was able to concentrate

large forces of infantry unknown to the Germans and make a surprise attack. But such strokes of good fortune are not usual, and practically every inch of ground that is won by the infantry has to be swept beforehand by a storm of shell from the big guns.

Where the Germans Have Installed Themselves in the Argonne Forest



THE ABOVE PHOTOGRAPH, WHICH WAS FOUND ON A GERMAN PRISONER TAKEN BY THE FRENCH, SHOWS THE GERMAN CROWN PRINCE AND THE GRAND DUKE OF HESSE RIDING ON AN ELECTRIC TRAMWAY IN THE ARGONNE FOREST.

(Photo from Pays de France.)

Americans Serving Their Country in Various Activities



CHARLES A. PIEZ, the Chicago engineer who has been put in charge of the nation's shipbuilding program, thus relieving Rear Admiral W. L. Capps, who remains chief administrator of the Emergency Fleet Corporation, of a large part of his work.



MISS JESSIE L. SIMPSON, formerly clerk of the Senate Foreign Relations Committee, who has resigned to join the audit branch of the A. E. F.



JAMES HEYWORTH, contractor of Chicago, who has been placed in charge of the wooden ship construction program of the United States Shipping Board in succession to Rear Admiral F. T. Bowles, who has retired. Contracts have already been let for building 353 wooden vessels.



COLONEL JOHN NANCE, chief of the balloon division of the United States Aviation Service. Though airplane development has been extraordinary the use of balloons for observation and other purposes has been of increasing importance.

(Photos © Harris & Ewing.)



MAJOR E. J. ATKINSON, who is organizing and training the battalion of men who will use gas and liquid flame when the American Expeditionary Force begins active operations in France.



THOMAS NELSON PERKINS, who was sent to Europe by President Wilson as a member of the War Mission headed by Colonel House. Mr. Perkins represents the Priority Board.

Replicas of Real Trench Systems at New Army

MEN AT CAMP DEVENS, AYER, MASS., LEARNING TO CONSTRUCT TRENCHES AND FIELD DEFENSE POSITIONS. THE TRENCH SYSTEMS AT THE NEW CAMPS ARE REPLICAS OF THOSE ON THE WESTERN FRONT AND THE MEN ARE ALREADY DOING SPELLS OF DUTY UNDER ACTUAL BATTLE CONDITIONS.

(© International Film Service.)



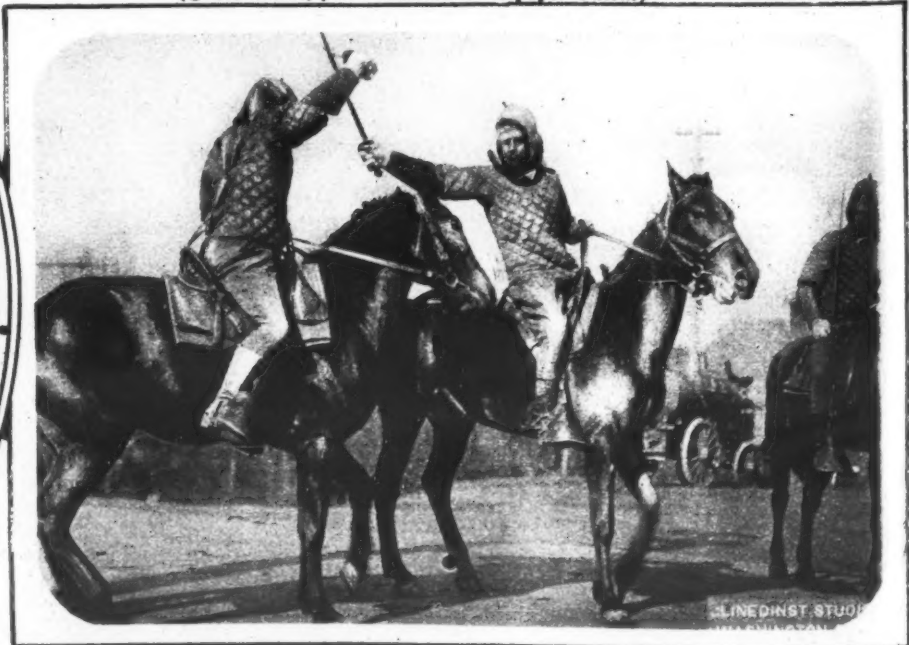
TRAINING in most of the new army camps is daily approximating more closely to the actual conditions of warfare in France and Flanders. Some of the trenches used for teaching the young soldier his job are exact reproductions of those in which men are fighting on the western front. Rehearsals of raids into No Man's Land and against enemy positions are held by day and night. In a typical operation after dark the company commanders whisper the word to advance, whereupon the men march to the "danger zone," where they drop on all fours and creep to the communication trenches. Platoons then advance to the front-line firing trenches, patrols and sentries take their places, and the remainder of the men wait in readiness in the second and reserve trenches. Even a complete telephone system has been installed so that officers and



A FIELD ARTILLERY UNIT, THE FIRST IN THE UNITED STATES TO BE EQUIPPED WITH THE NEW STEEL TRENCH HELMETS, CHARGING OVER BREASTWORKS AT FORT MYER, VA.
(© Clinedinst, from Western Newspaper Union.)



IN THE CIRCLE—A GROUP OF FRENCH AND AMERICAN OFFICERS AND INSTRUCTORS AT CAMP TAYLOR, LOUISVILLE, KY.
(© International Film Service.)



FENCING ON HORSEBACK AT FORT MYER, VA., A FEATURE OF CAVALRY TRAINING.
(© Clinedinst, from Western Newspaper Union.)

Camps Being Used for Instruction of American Soldiers



ABOVE—TEACHING MEN OF THE HEAVY ARTILLERY THE PROPER WAY TO RIDE BY USING WOODEN HORSES AT CAMP DEVENS.
(© International Film Service.)



AT RIGHT—THREE-INCH GUN CAMOUFLAGED UNDER A COVERING OF STRAW AND SAGE-GRASS.
(© Press Illustrating Service.)



IN THE TRENCHES AT FORT OGLETHORPE MEALS ARE SERVED TO THE MEN BY THE COOKS FROM THE COMPANY KITCHENS. A BATTALION OF TROOPS OCCUPY THE TRENCHES EVERY DAY. THE MEN SLEEP, EAT, STAND GUARD IN THE TRENCHES FOR TWENTY-FOUR HOURS AT A TIME. THEY ARE NOT ALLOWED TO COME OUT UNTIL THEY ARE RELIEVED AT ELEVEN O'CLOCK NEXT DAY BY A FRESH BATTALION.
(© Press Illustrating Service.)

men will become accustomed to actual battle conditions. In Chickamauga Park, Fort Oglethorpe, there are now more than six miles of trenches with dugouts, machine-gun pits, and, in fact, everything to make a complete replica of a battlefield with the exception of exploding shells and casualties. And similarly at the other camps extensive and elaborate systems of trenches have been constructed, and in them battalions take their turn for instruction by the British and French officers and experts who have been sent to the United States. But the development of the great cantonments which have come into existence during the last few months has not only been in the direction of all work and no play. Progress is now being made to provide for the amusement and recreation of the men and incidentally to offer counterattractions to the dubious resorts which have a habit of springing up in the vicinity of military centres. Thus at Camp Funston in Kansas, Major Gen. Leonard Wood, who is in command, recognizing the inadequacy of the recreation facilities in the neighborhood, solved the problem by building a city of his own right in camp. For the accommodation, amusement, and benefit of the men in uniform the Zone of Camp Activities and Amusements is under construction. By January it will be unnecessary for any man to leave camp "to go to town."

The Importance of Stemming the Teutonic Advance in It



ITALY'S present predicament is of concern not only to that country but also to the Western Allies, because of the new strategic situation which the Teutonic advance has created. The above map, which has been drawn in perspective to give a birdseye view of the territories involved, aims at bringing out the military relationship between the campaign in Italy and that in

Northern France. From the discussions among the allied leaders the idea has emerged that the Italian battle front must be regarded as an extension of the western front. The map shows, in the first place, the Austro-Italian line as it was before the Teutonic advance and the fighting front as it is at this writing. Next, we see where Italy adjoins France and how, if the invaders should

succeed in driving the Italian River Po, France would be from the south and the northern France and Flanders would be justed. In this connection the advance between the Scheldt and the Rhine has an additional in relieving the pressure on Italy

Italy in Relation to the Situation on the Western Front

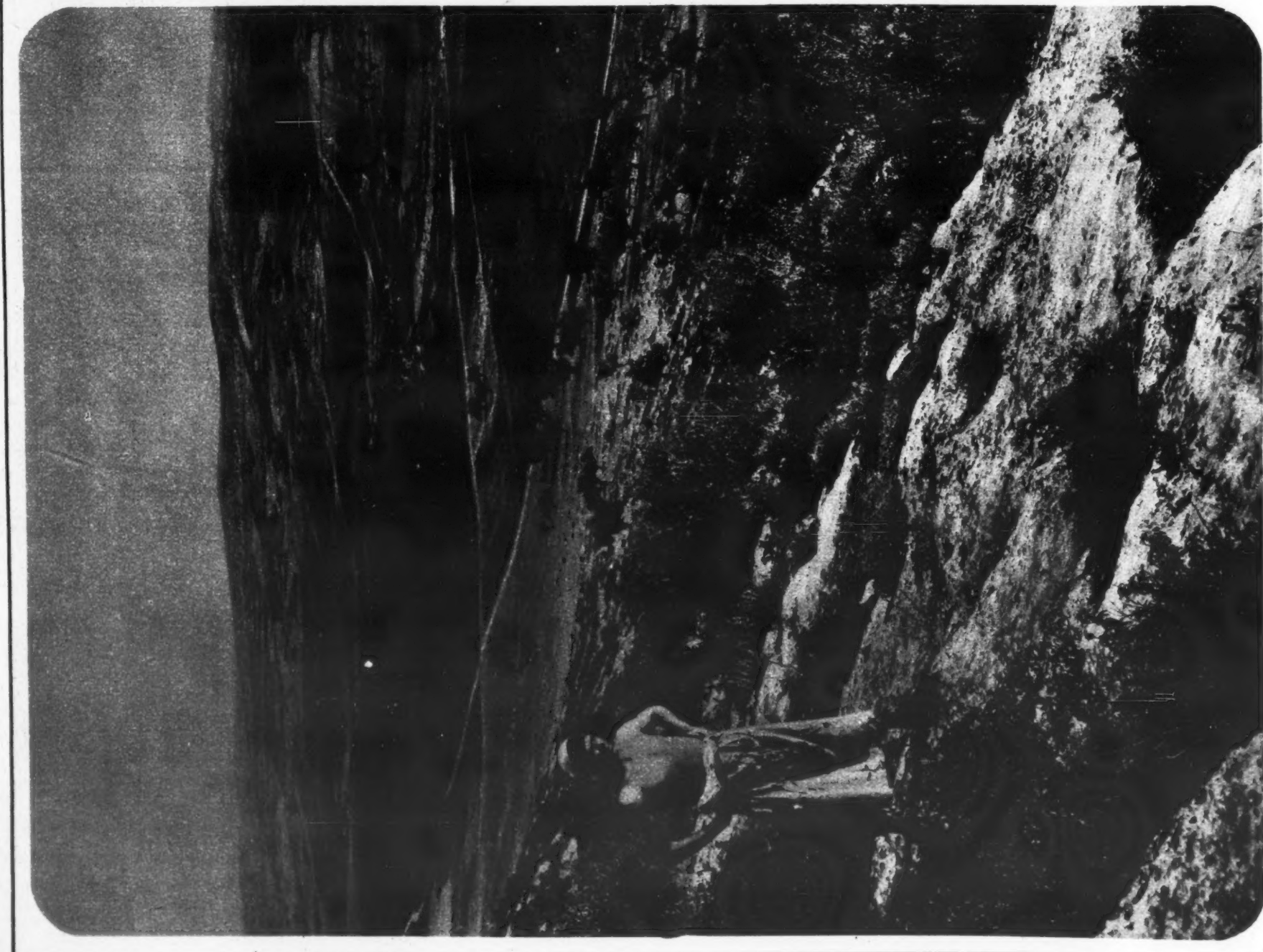


ing the Italians to the line of the
nce would be seriously menaced
h and the battle line in North-
d Flanders would have to be read-
s connection the just-reported Brit-
etween the Scarpe River and St.
n additional importance. Besides
ressure on Italy, it threatens to de-

stroy whatever German plan there might be for
coordinating their lines in France and Flanders
with those in Italy. The map also gives a good
idea of the difficulties with which the Italian
armies have to contend. The rivers which break
up the plains of Northern Italy should be carefully
noted. Even the line of the River Piave, on which
the Italians are at this writing endeavoring to

make a stand, is in danger of being outflanked by
the Austro-German forces advancing through the
Trentino. The first real strategic line of defense
appears to be that along the River Adige. Should
this line be broken, then the line of defense will
have to be the River Po, which bisects Italy from
west to east and forms a barrier to the enemy's
advance.





♦ A TYPICAL SCENE IN PALESTINE, WHICH IS CAPABLE OF BECOMING ONCE MORE A LAND
FLOWING WITH MILK AND HONEY. THE PHOTOGRAPH SHOWS A "WADY"
(WATERCOURSE, OR VALLEY) NEAR THE PLAIN OF PHILISTIA.



♦ THE KING'S POOL AT HEBRON, WHERE DAVID HANGED THE MURDERERS OF SAUL'S SONS.
HEBRON IS ON THE LINE OF THE RECENT BRITISH ADVANCE.
(Photo © Underwood & Underwood.)

The British Army in Palestine Advances to Jaffa



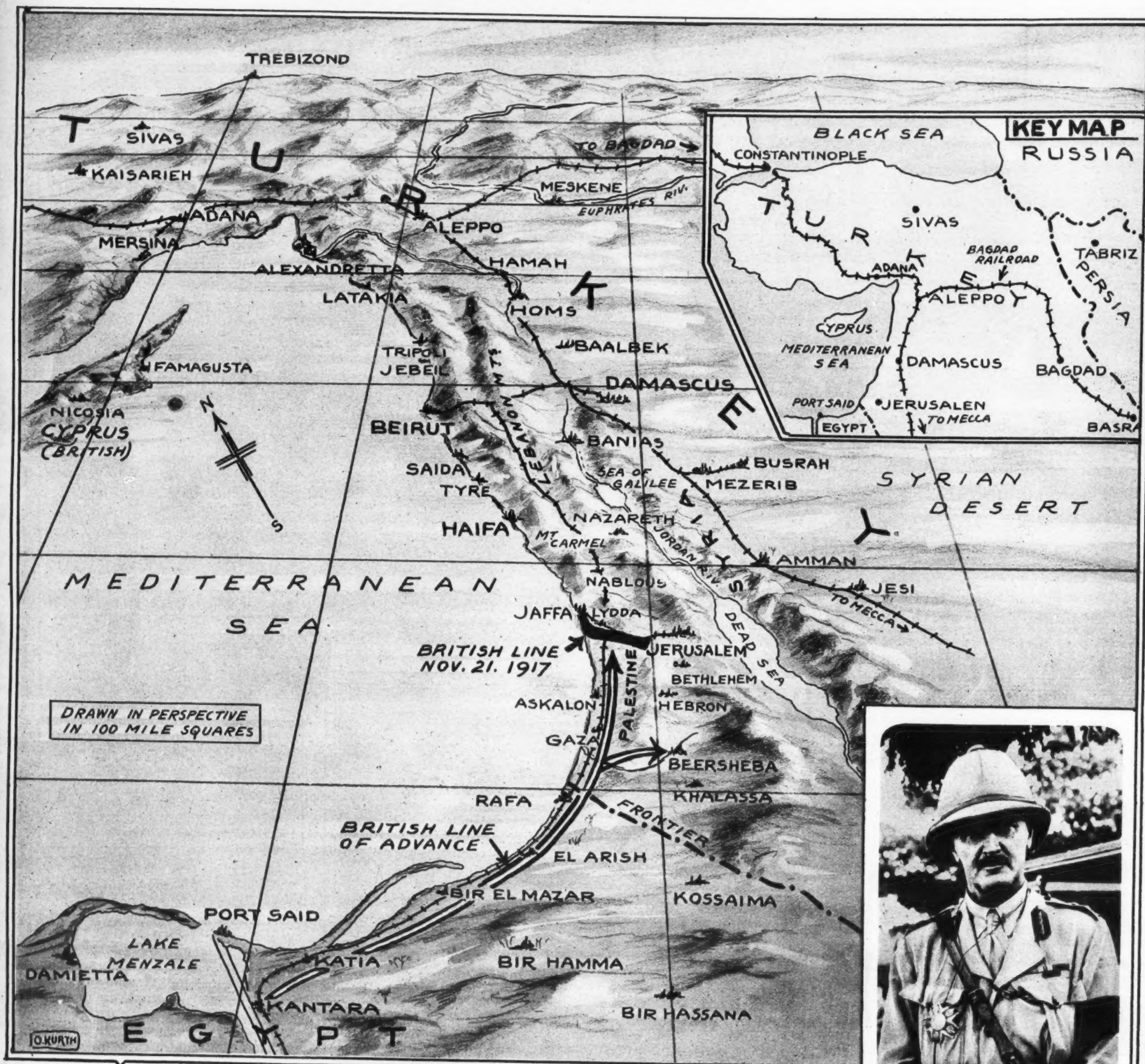
THE HOUSE OF SIMON THE TANNER AT JAFFA, MENTIONED IN THE ACTS OF THE APOSTLES, X, 1-23. IT IS THE CHIEF POINT OF INTEREST FOR TOURISTS.

(© Underwood & Underwood.)



GAZA, NOW OCCUPIED BY THE BRITISH FORCES OPERATING IN PALESTINE. HOW SAMSON TOOK AWAY THE GATES OF GAZA IS RELATED IN JUDGES, XVI, 2-3.

PALESTINE is once more the scene of an important advance by the British under General Allenby. When military operations were halted last Spring, the British had pushed up the coast from the Sinai Peninsula to the gates of Gaza, on the coast in Southern Palestine, virtually parallel to the region around Beersheba. On Oct. 31 General Allenby reported that after a night march Beersheba was attacked that morning. While the British infantry attacked the defenses covering the town from the west and southwest mounted troops made a wide turning movement through the desert and approached it from the east. In spite of determined resistance by the Turks, Beersheba was occupied in the evening. The British, who suffered comparatively slight losses, captured 1,800 prisoners and nine guns. Two days later General Allenby reported that he was now holding the position covering Beersheba on the north, so that his army could be said to be well within the confines of the ancient kingdom of Israel, the extent of which was described by the phrase "From Dan to Beersheba." Dan, on the northern side, the ultimate limit of the "Promised Land," is identified with the modern Tell-el-Kadi, and was therefore about 140 miles north of Beersheba. The next objective of the British advance was Gaza, (or Ghazze, as it is called by the Turks,) on the edge of the Plain of Philistia, three miles from the Mediterranean and twenty-seven miles northwest of Beersheba. Khuweilfeh, eleven miles north of Beersheba, was captured in the early hours of Nov. 6, while further south the British were also successful. On Nov. 7 Gaza was captured. The entire Turkish army was now in retreat, with British airplanes following up and

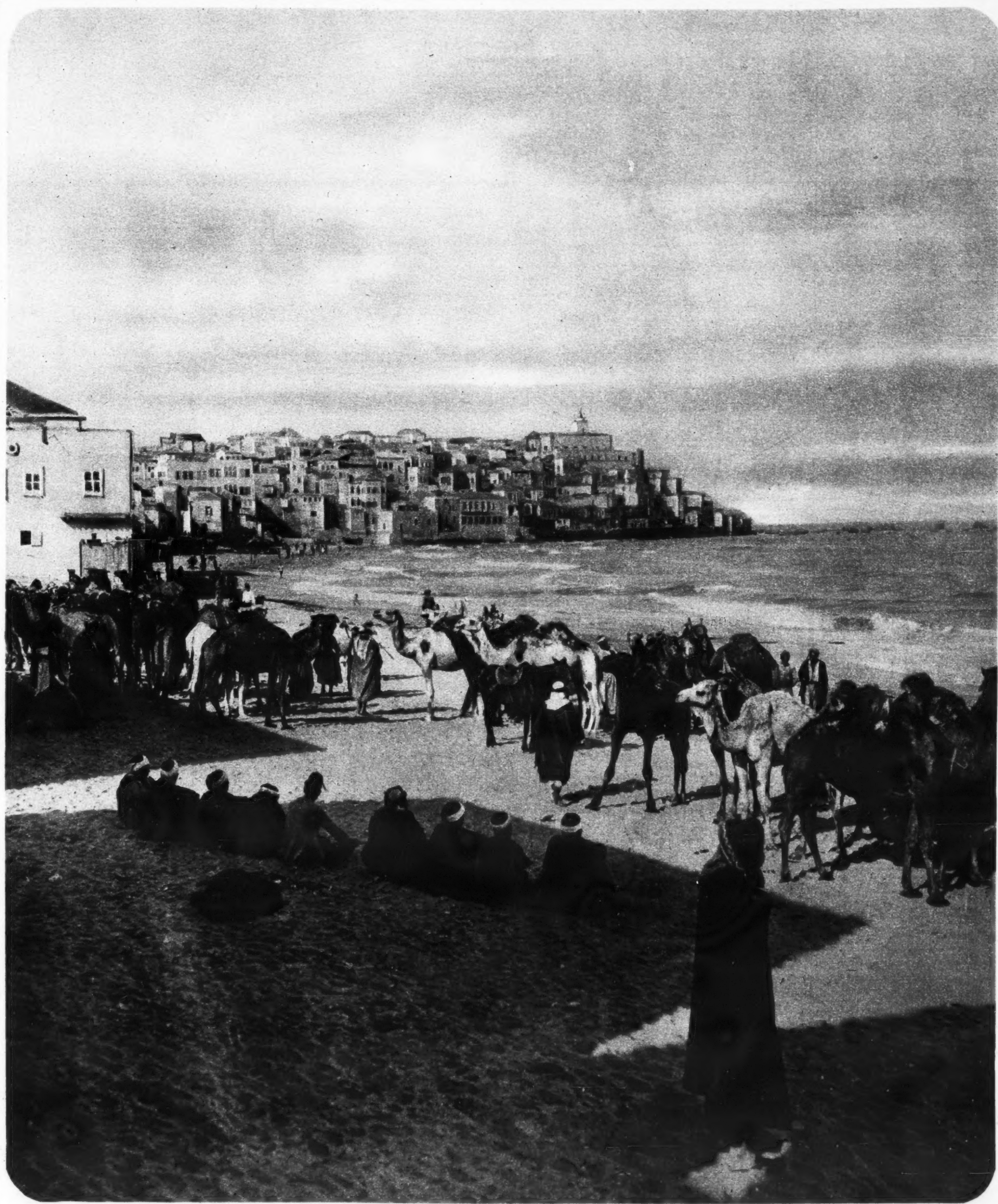


GENERAL SIR EDMUND H. ALLENBY, THE BRITISH COMMANDER.
(© Underwood & Underwood.)



ALLIES FIGHTING IN THE HOLY LAND—A GROUP CONSISTING OF A BRITISH INDIAN, AN ENGLISHMAN, AN ITALIAN, AND AN ALGERIAN.
(Photo Underwood & Underwood.)

THE SCENE OF THE RENEWED ACTIVITY OF THE BRITISH ARMY IN PALESTINE IS SHOWN IN THE ABOVE MAP. BEERSHEBA AND GAZA FELL SOON AFTER GENERAL ALLENBY BEGAN TO MOVE FORWARD, AND WITH THE TURKS CONTINUOUSLY FALLING BACK, IT WAS NOT LONG BEFORE THE BRITISH OCCUPIED JAFFA, THE PORT OF JERUSALEM. IT SEEMS THAT THE ULTIMATE BRITISH OBJECTIVE IS ALEPPO, THE JUNCTION OF THE RAILROADS TO BAGDAD AND MEDINA.



JAFFA, THE PORT OF JERUSALEM, NOW IN OCCUPATION BY THE SUCCESSFUL BRITISH EXPEDITION FROM EGYPT.

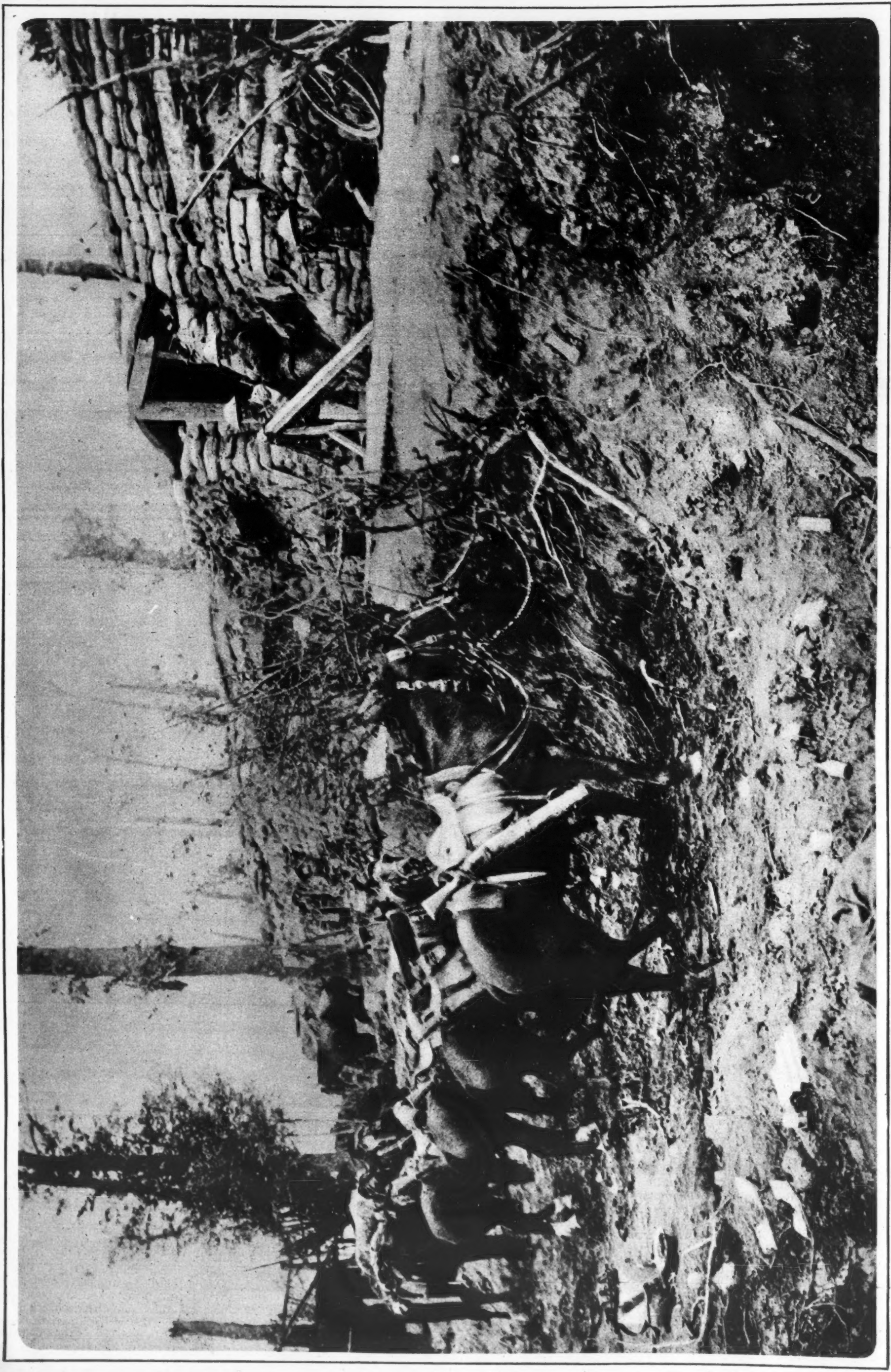
(© International Film Service.)

bombing the retiring troops and British and French naval forces co-operating against the Turkish communications along the Mediterranean coast. The occupation of Askalon was announced on Nov. 9. Three days later the Turks were reported to be preparing a line on which to make a stand for the defense of Jerusalem, extending along the northern branch of the Wadi Sukereir and thence stretching southeast to cover Beit Jibrin and Hebron, which are both southwest of Jerusalem and

about eight miles apart. But on Nov. 13 a combined attack by British mounted troops and infantry forced the Turks again to retire, and they fell back a distance of five miles to Wadi Surar, eight miles south of Jaffa. The British now held the line from El Tibneh on the east through Katrah and Yebnah to the sea. On Nov. 17, a British official statement announced, Jaffa was occupied by Australian and New Zealand troops without opposition, while the Turks continued to retire to the north.

Jaffa, or Joppa, as it was known to the ancient mariners in the Mediterranean, is one of the oldest seaports in the world, and is built on a tongue of land jutting out from the coast of Palestine. It was the place where the cedars for building the great temple of Solomon in Jerusalem were landed and also figured in history at the time of the Crusades. Napoleon captured Jaffa in 1799, and hundreds of his soldiers died there of cholera. There is a good carriage road leading to Jerusalem, a distance of thirty-one

miles, and also a railroad fifty-four miles long built in 1892 which runs by the ancient town of Ramleh. The population of Jaffa numbers about 30,000 in normal times, and the chief exports are oranges and other fruits, leather goods, wool, corn, and soap. In the suburbs are gardens with orange, lemon, and spice trees. The so-called harbor is an open roadstead with a reef of jagged rocks about a mile off the shore, between which the small boats have to pass that take passengers to and from the liners.



HORSES OF BRITISH PATROLS TETHERED BEHIND A DUGOUT ON THE WESTERN FRONT.
(British Official Photograph from Underwood & Underwood.)

Glimpses of Warfare on the Western Front



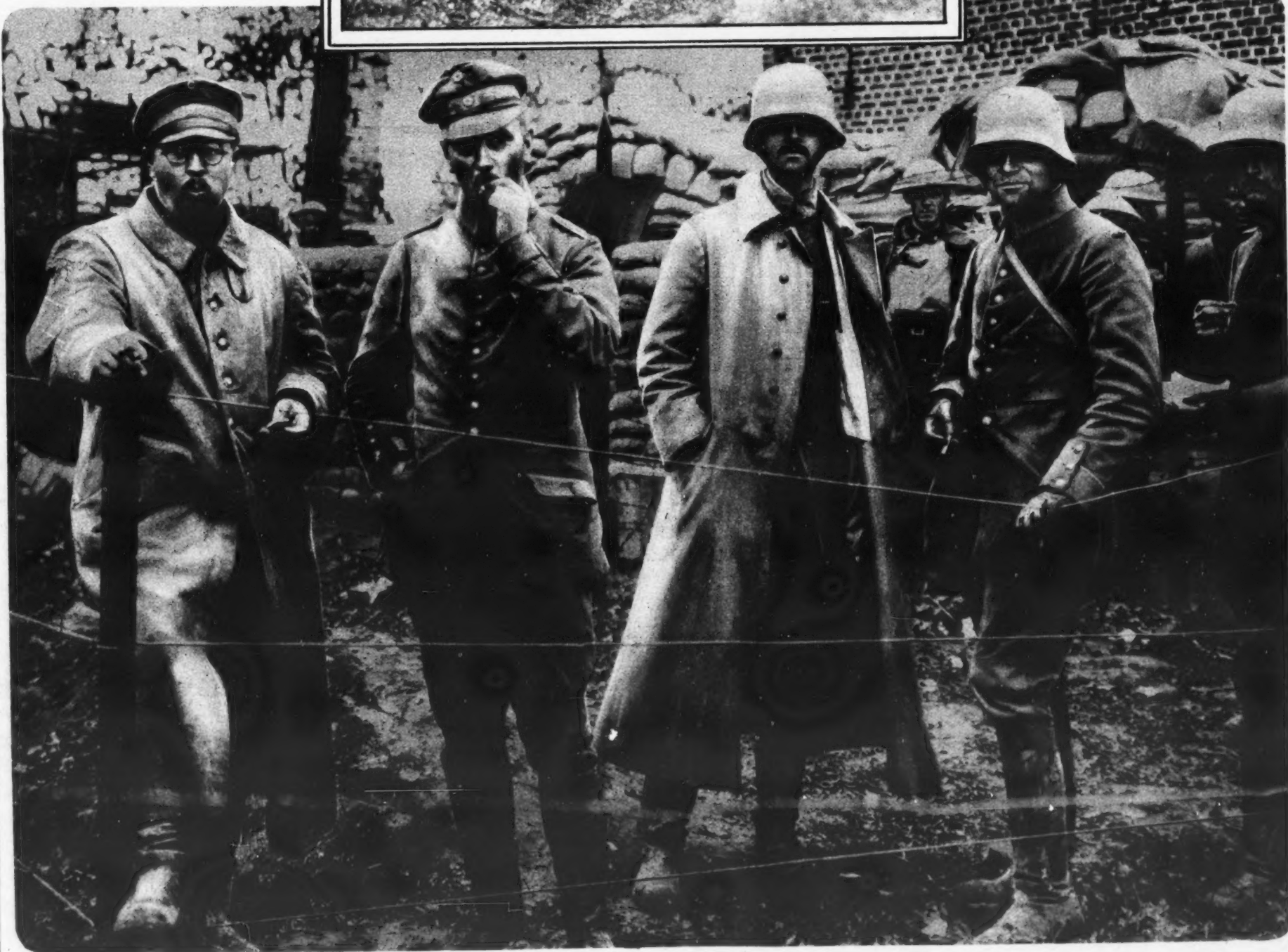
FRENCH SOLDIERS IN A POSITION CAPTURED FROM THE GERMANS.
(Pictorial Press Photo.)

The invention of photography has given this war one among its many unique features. That is the wonderful record of all sorts of episodes and scenes which was never before possible. It is, of course, not always possible for the man with the camera to get the most thrilling pictures, for that would involve getting blown to



WOUNDED SENEGALESE SOLDIER BEING ASSISTED BY HIS FRENCH COMRADES.
(Pictorial Press Photo.)

pieces, camera and all. But the photographers do their best, and although they are not supposed to take risks, pride of profession and the fun of the thing have more than once resulted in the production of pictures which will enrich the histories of the future and eke out the often inadequate written records.



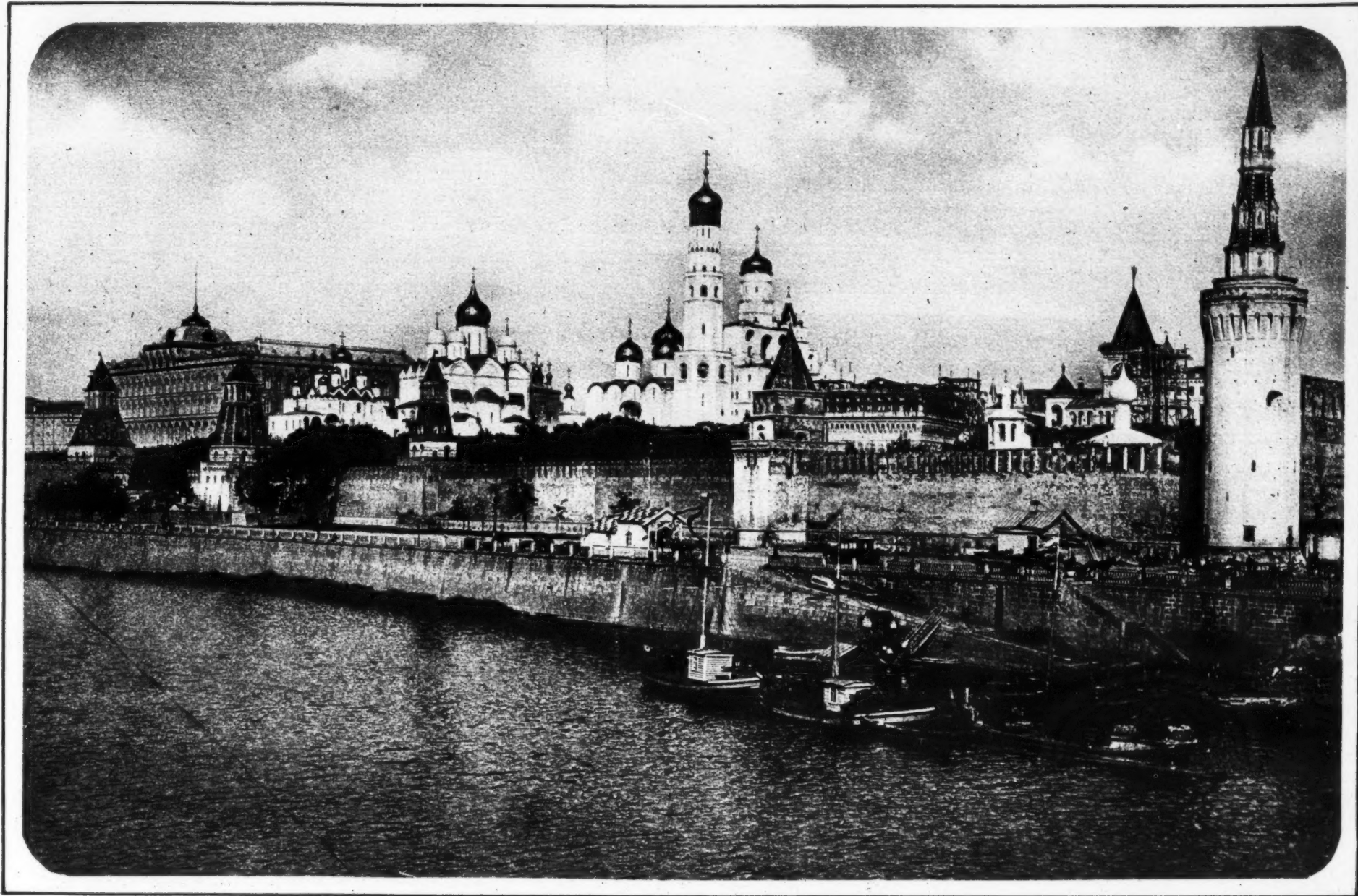
A GERMAN COMMANDER, HIS ADJUTANT AND STAFF CAPTURED IN A DUGOUT AT BROODSEYNDE RIDGE BY THE BRITISH BEFORE THEY COULD ESCAPE. THE COMMANDER IS IN THE CENTRE OF THE GROUP.
(British Official Photo from Underwood & Underwood.)

Famous Moscow Buildings Destroyed and Damaged



THE CATHEDRAL OF ST. BASIL AT MOSCOW WHICH WAS SET ON FIRE DURING THE BOLSHEVIK UPRISING, NOVEMBER, 1917.
IT WAS BUILT IN 1554.

During Fighting Caused by the Bolshevik Revolt



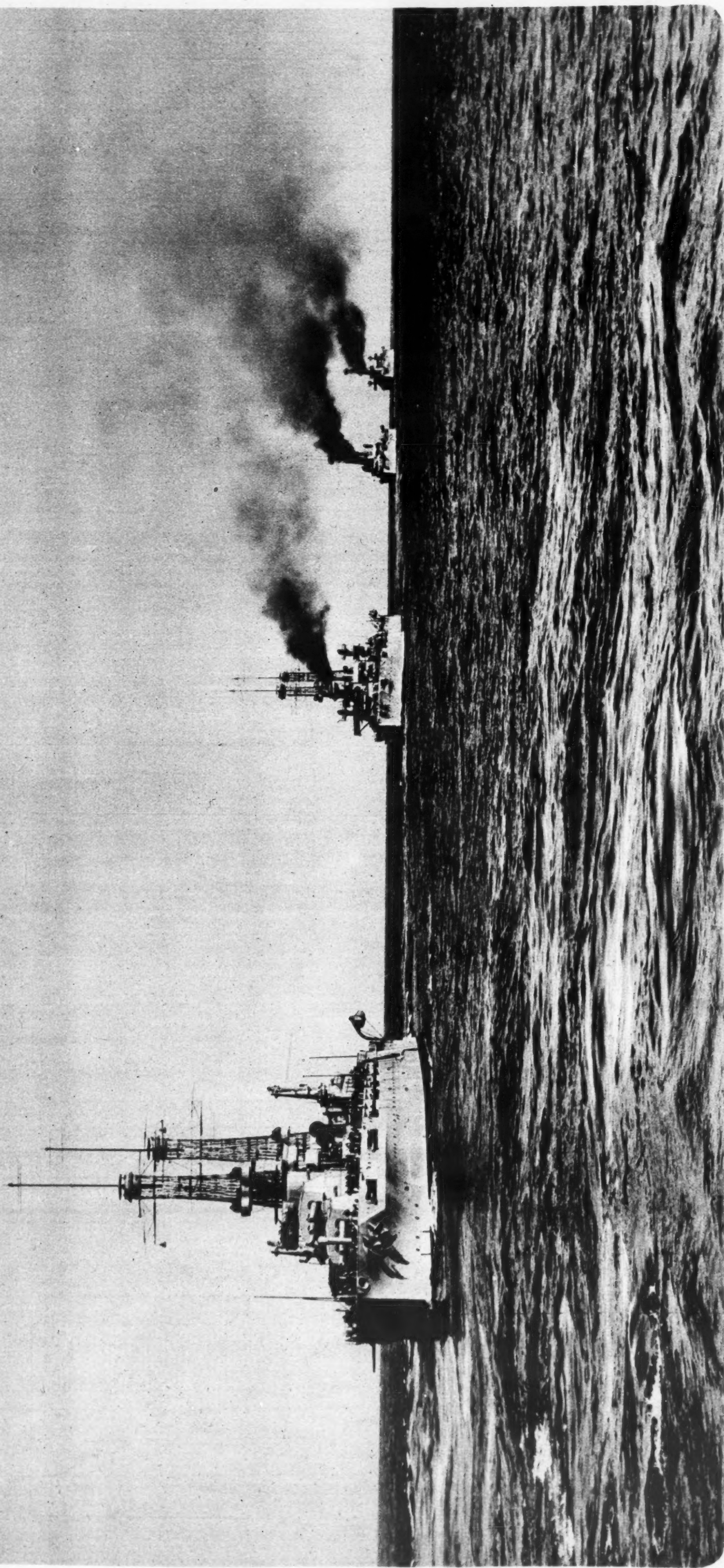
GENERAL VIEW OF THE KREMLIN FROM THE SOFIISKAYA QUAY. THE KREMLIN IS ENTIRELY SURROUNDED BY A WALL FORTY FEET HIGH AND ENCLOSING A SPACE OF MORE THAN EIGHTY ACRES.



THE CATHEDRAL OF THE ASSUMPTION, BUILT IN 1474-79, IN LOMBARDO-BYZANTINE STYLE. IT WAS HERE THAT THE CZARS WERE CROWNED. DURING THE BOLSHIEV REVOLT IT WAS WRECKED BY SHELLS.

DURING the week of strife through which Moscow went as a result of the Bolshevik uprising some of the most famous buildings in Russia suffered greatly. The fighting began on Nov. 10, when a Committee of Public Safety was formed, including the City Council and other organizations, and when the Bolshevik Military Revolutionary Committee seized the Kremlin. The Bolsheviks were expelled by a small force of pupils of the officers' training schools, who in turn were killed by the Bolsheviks, these again being finally expelled by a larger Government force. The Bolshevik Red Guard and the Military Revolutionary Committee had about fifteen field guns, with which they kept up a continuous bombardment. There was also firing in many parts of the town from windows and roofs. The National Hotel near the Kremlin was shelled and the upper part of the building destroyed. On Nov. 13 shells began to fall on the City Hall, and the Committee of Safety decided to move to the Kremlin. The pavement was turned up and a trench dug to insure a safe passage. The Kremlin, well defended by machine guns, manned by cadets and placed in the towers and along the walls and the citadel, prepared to stand siege as in the Middle Ages. Next day the bombardment was fiercer than ever. The Cathedral of the Assumption, with the famous tower of Ivan Veliky, was destroyed, while the Church of St. Basil took fire. This destruction of national shrines seems to have stimulated both sides to a conclusion of peace. The fantastic Church of St. Basil is a priceless treasure, one of the wonders of Oriental architecture, and the Cathedral of the Assumption is the glory of the Kremlin.

Superdreadnoughts of the United States Navy Photographed Far Out at Sea



THIS IS THE FIRST PHOTOGRAPH OF AMERICA'S BATTLE FLEET WHICH HAS BEEN TAKEN SINCE THE BEGINNING OF THE WAR. IT SHOWS SUPERDREADNOUGHTS IN LINE OF COLUMN FORMATION STEAMING AT FULL SPEED FAR OUT AT SEA.

(Photo by Burnell Poole.)

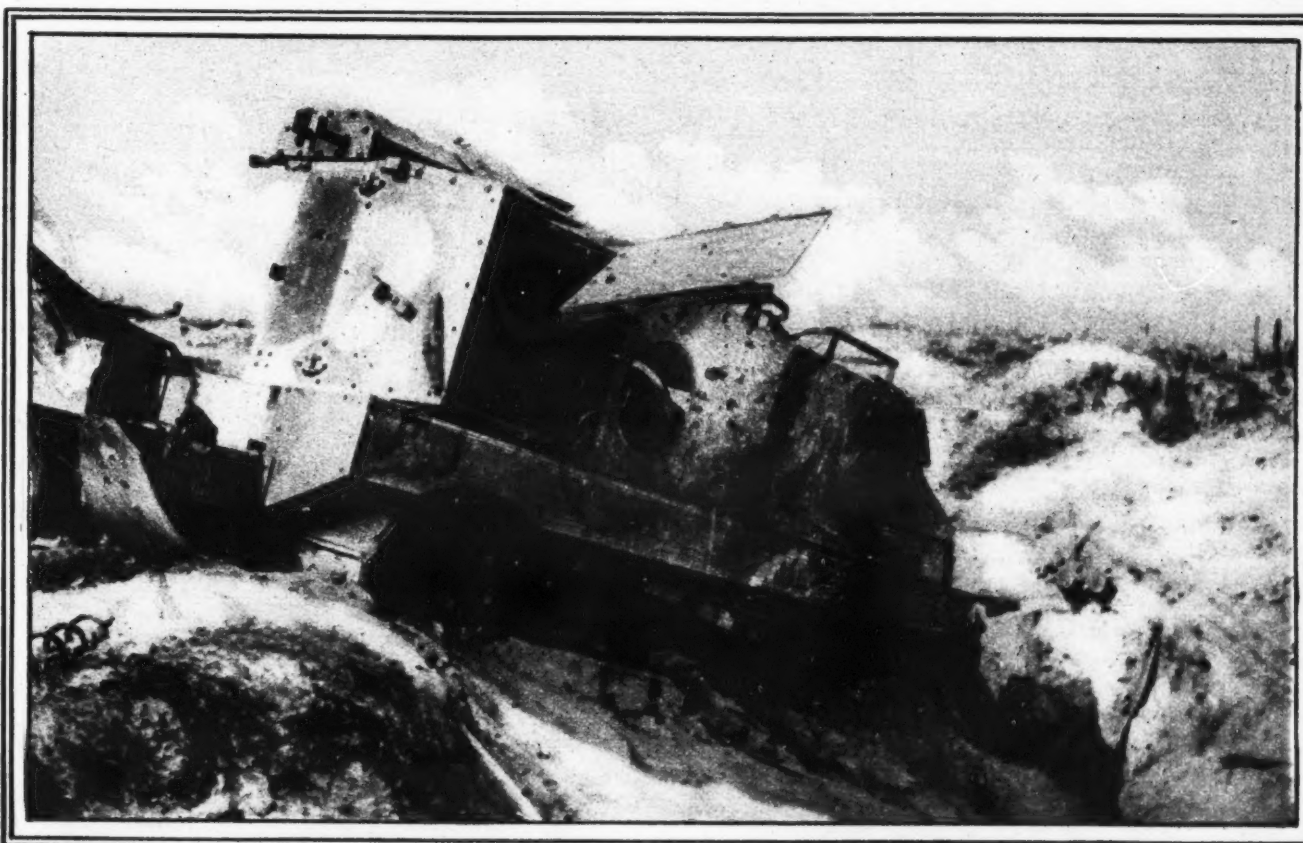
French Tanks on the Champagne Battle Front



FRENCH TANKS ON THE BATTLE FRONT ON THE CHALKY SOIL OF THE CHAMPAGNE SECTOR

THE French tanks, though smaller than those used by the British, are in some respects better adapted for tank work. The photographs on this page were taken in the Champagne region, where a good deal of the ground is chalk, (which appears when photographed as if it were snow,) but the tank can negotiate very nearly any kind of country. Already this heavy armored landship, or movable fort, has become a recognized part of an army, although tanks were first used only as recently as Sept. 15, 1916, the day after the British began an attack upon the German positions southeast of Thiepval. The tanks were very successful, and the inventor, Colonel E. D. Swinton, went ahead with their improvement. Their military value consists in preceding and clearing the ground for advancing infantry. Lately the tank has shown itself well adapted for attacks against positions protected by the German armored and concrete shelters known as "pill-boxes."

(Photos from Kadel & Herbert.)



PUT OUT OF ACTION BY THE GERMAN ARTILLERY, THIS FRENCH TANK HAD TO BE ABANDONED BY ITS CREW.



BATTERY OF FRENCH TANKS RETURNING AFTER AN ATTACK ON THE GERMAN LINES.

Photographs of the Teutonic Emperors



THE AUSTRIAN EMPEROR KARL COMPLIMENTING HIS OFFICERS DURING A VISIT TO CZERNOWITZ.

(Photos from Western

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Which Have Just Arrived from Europe



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KAISER WILHELM, SHOWING SIGNS OF AGE, PHOTOGRAPHED IN THE OIL FIELDS OF RUMANIA.

(Western Newspaper Union.)

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